

Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kranen

Mit Wettbewerb

Replicars 1:50
**Hitachi
ZX330LC-7**

Eigenbau 1:50
**Saurer
D330B**

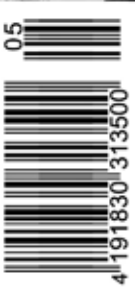
English text



Universal Hobbies 1:50
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Sammlerporträt
Pascal Duarté

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Caterpillar D3



Editorial

A childhood dream



Time to say thanks! I often think, 'How lucky I am to have the greatest team in the world around me'!

My journey to work takes me through a school area every day. At first you're glad you don't have to go there again. But in August I stopped there several times: the gymnasium was being dismantled. Of course I was interested in the machines being used, but I was also interested in the gymnasium! Hadn't I dreamed about it as a schoolboy? As an unathletic child, gym lessons were an institutionalised horror for me and the gym teacher was a personalised torturer. The only thing that saved me from complete ruin was the fact that even at the bottom of the athletic food chain you were never alone - you could team up with fellow sufferers.

My mental cinema reminded me of another incident on the subject of demolition (at that time there was no dismantling). Something outrageous happened in the last class: the teachers gave us maximum freedom for an exhibition project. Everyone was allowed to submit a free work without any thematic specifications - starting with a written concept, of course.

Even back then, model making was my hobby and so I wanted to realise the school building as a model. Because of its size, it was to be 'shortened', i.e. half demolished - with a pile of rubble and, of course, an excavator!

I submitted the project description - and was summoned to the staff room. The idea of demolition was not well received, and if you wanted to show the cab interior, you could just show the building 'cut down'. My argument that there wasn't a cut-away building anywhere in the world didn't go down well.

There was never an exhibition - presumably the other concepts were somehow too extreme. At a young age, we just didn't know how to deal with the unexpected freedom.

After work, I drive past the shrinking gymnasium again with a smile on my face ...

Best wishes to everyone!

Handwritten signature of Daniel Wietlisbach.

Daniel Wietlisbach

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Pascal Duarté shows his models on dioramas Poclairn and more ...

by Daniel Wietlisbach

Pascal Duarté was born in 1963 as the middle of three brothers in Mayenne, a town between Rennes and Le Mans between Brittany and Normandy. His mother worked at the post office and although she was busy with the three boys, she also took care of the quarry's accounts in the evenings. The family business had already been founded by Pascal's grandfather and his father continued the legacy. Of course, the children regularly visited him at work, so Pascal and his brothers had been at home in the world of the quarry since they were very young. On Wednesday afternoons when school was out, they were allowed to ride in the truck that delivered to the construction sites. When Pascal was asked what he wanted to be when he grew up, his answer was an unequivocal 'TY45 driver', as only Poclairn excavators were used in the quarry.

Of course, the three boys also played with construction machine models, although there were only a few of them in the 1970s. However, they were lucky that a Poclairn salesman lived in the village and was a regular guest at their house. He sometimes visited their father in the evening and the boys waited patiently until he opened the boot of his car and offered them a model. These were the now sought-after 1:43 scale plastic models from Bourbon, which were highly functional and the children could play

As the son of a family with its own quarry, Pascal Duarté has been at the controls of excavators and wheel loaders since he was a boy. As a Frenchman, he is a great fan of Poclairn machines, which form an important part of his varied collection ...

with them in the sand. 'We loaded several cubic metres of sand with these Poclairns!' recalls the collector, and because the sand was very abrasive, several plastic models of the same type were "used up" over the years.

The machine fleet included all the well-known Poclairn models from Bourbon, of course TY45, but also GC and GY120, TCB, TCS, LY2P. Berliet trucks from the French manufacturer Norev were loaded and the fleet was supplemented by some of the well-known Matchbox models of the time.

The local proximity to Le Mans with its world-famous 24-hour race left its mark on the older brother in particular, as he soon became more interested in 1:43 scale cars than in construction machinery. He read *Echappement* (a French magazine) and modified the car models according to the photos he found in the magazine; we often travelled to Le Mans because there was a model car shop there. In the cold season, the boys played indoors and the sand was replaced by Lego bricks.

As soon as he was old enough, Pascal actually learnt how to operate the machines on the Poclairn TY45, probably the manufacturer's best-known excavator; first on his father's lap, later on his own, of course. After that, he spent most of his holidays in the cabs of the machines, with a Michigan 85A being one of his favourites alongside the TY45. In his blog (www.ec1000.net), Pascal aptly describes how he was moulded: 'If Obelix fell into the pot with the magic potion as a child, then I fell into the machines!' And his father once said to him: 'The dirtier you are, the happier you are!' And he was probably right in this assessment, because Pascal wore the clothes of the quarry workers with childlike pride. Despite this early influence, Pascal did not become a machinist, but decided to study civil engineering and graduated with a bachelor's degree.

Profession and hobby

He then worked for 37 years at the French state railway SNCF as a site

manager, where he was responsible for monitoring construction sites, the first 17 years on the construction of the TGV lines in Tours, Lyon, Valence and Montélimar. This was followed by 10 years in Savoie for the combined freight transport project through the French Alps and on the Mont Cénis railway tunnel. He only returned to his home country in 2012 and worked in maintenance for another ten years until his retirement in 2023.

At a young age, Pascal discovered models set up in a colleague's office, which probably encouraged him to continue collecting, as he surmises in retrospect. Some of the Poclair models from his childhood were still available and formed the start of his collection. Although in 1:43 scale, the Bourbon models are still part of it today, as no other manufacturer has produced so many different types of the world-famous French brand.

Pascal emphasises that he only buys models that he actually likes. Despite his love for Poclair, for example, he does not buy certain pieces from this brand if they are full of faults. For example, he mentions the HC300 from Miniature du Faubourg or the models from Wespe in general.

His collection focuses mainly on mining and earthmoving, but also includes a few road construction models, such as pavers or graders, as well as one or two truck mixers, five cranes in the colours of 'PPM' and 'SE Leverage' and a few trucks. With big snouts from Australia and the USA, he likes them best because the collector has 'a soft spot' for them.

There are no limits when it comes to crushers, where all brands are represented: Kleemann, Sandvik, Keestrack, Rubblemaster and others - does this bring back childhood me-

mories? Of course, there was always a crusher in the family quarry. When it comes to company colours, 'Eberhard' and 'Kibag' are very popular, and Pascal is a loyal visitor to the exhibition in the Ebium.

Collection with delicacies

The collector does not want to commit himself to a single favourite model, as the selection in his collection is far too interesting and varied for that. Nevertheless, he names the Poclair TU on a GMC chassis by Debellyme in 1:50 as his grandfather's first excavator and Pascal even got to see it in action. He also finds the models from Roger Renault (RR Models) to be 'the most beautiful handcrafted models in the world. The precision, quality of the materials, fidelity to the original and the consistency of the assembly and paintwork - this man is a genius!' When it comes to production models, he goes into raptures about the RH340 from Bymo, which in his opinion was 'undoubtedly the best thing ever produced in large series, and at a price-performance ratio that has never been seen since'.

A very rare piece is the Marion 191M by David Wooton, an Englishman who only produced very small series: 'It's certainly not the most

beautiful model, but it was sold to me by a friend who knows that I will keep it - I never sell a model on.' It has hardly any details, but it fits in with its time in the 1980s, when models were still simpler. The most expensive model in the collection is undoubtedly the Wabco 3200 from ATM. The collector loves this old site-dumper, he bought it at the first opportunity and explains: 'After all, I don't buy a model because of its price, and I don't think much of today's snobbery, which says that something is necessarily beautiful because it is expensive.' Pascal therefore has just as much fun, for example, presenting a Bobcat for € 10 as a Cat 6060 from CCM for € 1300.

The collector is planning a few new acquisitions from Grieto (GL3D-Models). Although he is not a fan of 3D-printed models, he attests to the Dutchman's very good work. His models show no recognisable print lines and he also chooses interesting historical originals. Despite his extensive collection, he is still looking for suitable dumper trucks from Euclid and Terex for his old cable excavators. Incidentally, Pascal prefers to buy the models from specialist dealers in Germany and abroad, at trade fairs and exhibitions, where he can inspect them before buying; unfor-

The collector

Pascal Duarte (60) worked as a civil engineer for 37 years for the French state railway SNCF and retired a year ago. Apart from collecting models, he enjoys skiing, although he rarely does this now that he no longer lives in the Alps. He enjoys biathlon and mountain biking.

Pascal lives with his wife in Mayenne, between Rennes and Le Mans in Normandy, where he was born.

If you would like to visit him and his collection, please send him an e-mail at pascal.duarte53@gmail.com

tunately, he has had bad experiences with eBay.

Apart from the Poclairn excavators from Bourbon with around ten matching trucks in 1:43 and the CCM models in 1:48, the collection only contains models in 1:50. Pascal is currently considering expanding the range to include models in 1:87 because he is attracted by the many possibilities for building dioramas.

Dioramas in the display cases

He also presents most of his current collection on dioramas, which also act as shelves in the handmade display cabinets. He began building dioramas at the end of the 1990s and the first showpiece was based on a piece of foam on which he staged a Poclairn TY45 from Bourbon. The small diorama still stands in one of the display cases and is still used by collectors to photograph various

models. He now has around 40 different dioramas, which he uses for photography and also takes to exhibitions, which is why it has always been important for them to be easy to transport. The collector makes the buildings himself and prefers to use natural materials for the decoration. Everything is glued together, except the buildings, so that they can be placed on another diorama. The idea behind the dioramas was not only to create a suitable environment for the machines, but also to show the workers and show them respect for their work.

Pascal Duarté maintains regular contact with six other collectors from the west of France, they meet, exchange tips and sometimes join forces for collective orders. They visit each other to marvel at each other's collections. The group takes part in an exhibition together once a year, showing models on a specific theme. Pascal brings along his di-

oramas, on which the models of all participants matching the theme are placed. The aim is not to show who owns which model, but to familiarise visitors with an interesting topic together. In addition to the Modelshow Europe in Ede, the group also visits the exhibition in the Ebianum.

So far, Pascal has only dared to modify or refine very few models. He prefers not to do any ageing at all because it is 'an art that requires a lot of sensitivity and experience if it is to be realistic.'

The hobby room is beautifully furnished and a pleasure to look at. Visitors particularly like the presentation of the models on the dioramas and find this more interesting than if they were simply lined up next to each other. People enjoy visiting the inviting and specially designed room, and Pascal's friends of course know his story of falling into the cooking pot or the machines like Obelix when he was a little boy!

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Saurer D330B with Silage trailer 'Sitrag'

On the road with expanded clay

by Daniel Wietlisbach

Patrick Kyburz, the builder of the model, has a special joint relationship with the original, as in his childhood he was regularly allowed to sit in the co-driver seat of the Saurer D330B and take a ride. The driver Willi Kyburz was his godfather (godfather) and when he picked Patrick up for a tour, he usually drove up in his 'Deux-Chevaux', Citroen 2CV.

The 'Sitrag' (Silotransport AG Zürich) drove on behalf of cement works and the silo train for expanded clay presented here mainly served construction sites throughout Switzerland from the plant in Olten. With another semi trailer - but for cement and therefore much smaller - it supplied the neighbouring concrete plants with cement from the Wildeggen / Siggenthal plant.

As mentioned, the goods transported by the Spitzer silo semi-trailer presented here were so-called expanded clay ('Leca balls'), which is used in the Hors-Sol cultivation method and in horticulture in seepage layers. The lightweight material was the reason for the voluminous silo container with a capacity of over 40 m³. Due to its light weight, expanded clay is often used for green roofs, planting parapet gardens and balconies, which is why the tractor and semi trailer re-

In its day, this silo semi-trailer was a unique vehicle for small Switzerland. With a permissible gross combination weight of 28 tonnes, there was a special reason for the huge silo container ...

peatedly delivered to construction sites, making the work varied and interesting. Thanks to the powerful compressor mounted on the tractor unit, the pellets could be 'blown up' several storeys. And because the Sitrag vehicle was probably the only one in the country with this capability, it was also possible to make longer trips. Despite its size, the vehicle was pleasantly manoeuvrable, especially thanks to the last axle rod, which was designed to be steerable. During the rest breaks and downtimes while unloading, Patrick always grabbed the cleaning rag and meticulously and conscientiously cleaned the headlight lenses, fog lamps, indicators and all the position lights.

'Easy' model building?

Of course, Patrick had been dreaming of a model of the mighty train since his childhood, but at that time neither silo vehicles nor Saurer models were available from the manu-

facturers. At least there was a colour photo of the Tractor, which took pride of place in the boy's picture collection for years. It was well preserved and when René Tanner gave Patrick an old Conrad silo semi-trailer truck with an Iveco tractor unit from his box of leftovers, he remembered it again and his dream was reawakened, as Saurer cabs were now even available from various manufacturers.

Patrick thought 'easy' at first! But in the end it became one of the most complex conversions in his collection. The biggest challenge was the silo container, which did not simply have the same diameter throughout, but was cranked; a detail that has a decisive influence on the appearance of the entire model and challenges modellers like Patrick. Just finding the correct dimensions proved to be difficult, which is why the model of a similar semi trailer in 1:87 was finally ordered - just to determine and convert the dimensions. It turned out

that the rear part of the silo container, including the discharge, could be taken over from the basic model. In order to find a suitable tube for the slimmer front part, Patrick visited the DIY store and scoured all the shelves. He finally found the solution in the mould of a stainless steel overflow pipe, as used to close a washing trough. There was also a solution for the spherical end at the front, which consists of a chrome steel hemisphere that was actually intended as the end of a banister.

In order to be able to glue the drain pipe on precisely, the cut-off rear part of the Conrad silo was sealed with a plastic plate cut to size. The cut-to-length drain pipe could now be glued on precisely with two-component adhesive.

Once the front end of the silo had also been glued, what seemed like endless days of filling and sanding followed; Duplicolor spray filler and wet sandpaper were used. Finally, the mounting plate of the tilt cylinder had to be filed to fit. It was sawn from the base model and required extensive sanding until it could be glued to the spherical mould. The photos of the finished model prove that the patience required for this work paid off.

The conversion of the chassis, which was also offset, proved to be somewhat less complex, but still time-consuming. A piece of the side member had to be removed and replaced by the cranked section, which was made from aluminium sheet and brass profiles. Thin plastic strips form the upper and lower ends of the side members. The chassis had to be tapered in the area where the separated axle beams were to be re-glued.

The routing of the compressed air lines for draining includes various hydraulic hose connections and seve-

ral valves with handles, which were built using pictures of other models, as the older base model, as mentioned, lacked this detailing at the rear. The wheels are the historic ones from Tekno with trilex rims, typical of a Swiss truck.

Tractor

The construction of the tractor unit was tackled second and after the semi trailer. It was based on the chassis of a Volvo F12 from Tekno, from which nothing more than the supporting structure could ultimately be taken. The wheel suspensions were built entirely in-house; the rubber beads of the air suspension, for example, were made from cut and filed screw heads - creative ideas are always in demand. With the exception of the hydraulic oil tank, which comes from Tekno Parts but was supplemented with pipework, all add-on parts were either rebuilt or built in-house. For example, the centre retaining strap on the diesel fuel tank had to be ground off because Saurertanks only have two. The toolbox is based on a Lego brick with a cover, the battery box was given a checker plate cover.

The cab comes from a Power-Trac model. It was dismantled into its individual parts and placed in a bath of nitro thinner to remove the paint; this does not affect the resin. Because Patrick found the cab too angular, he sanded the 'corners' under the windscreen a little rounder, and material was also removed from the inside of the side windows to improve the look.

Because the aforementioned picture of the compressor mounted behind the cab was barely recognisable, Patrick searched in vain for a long time for photos of a similar original.

But even his modelling friend René Tanner, who always generously passes on his knowledge, was unable to help him with specific information. However, he advised him to use his imagination and interpret the compressor as he wished. As long as the hydraulic hose connections and pipe-work somehow made sense, the result would ultimately be convincing. And so, in the end, this component could also be realised satisfactorily, as the photos show.

The wheels of the Saurer were replaced by Trilex rims. At the front, they came from Tekno and had to be filed down on the inside so that the width of 2.30 metres was not exceeded. Rims from AFM (www.friedli-modellbau.ch) were fitted at the rear, with Tekno supplying the tyres for all four wheels. The paint was applied using standard spray cans. As always, the lettering was ordered as decals from René Kohli (www.lastwagen-modelle.ch). With this model, Patrick Kyburz not only fulfilled a personal dream, but also created a memento of a unique vehicle.

Remo's Old Iron

by Remo Stoll

This truck serves as an eye-catcher at the entrance to a company premises. The company still owns some beautiful old iron, be it in the mould of trucks or cable excavators. You can tell from the low windscreen that this is an early model, built between 1963 and 1967. A 126 hp engine works under the long nose and provides the locomotion.

Recognised a truck? Please send us the exact name by the closing date of 10 October 2024 at the latest. If there are several correct entries, the winner will be drawn by lot. Only

Do you know this one? Learn about vices and gain a model ...

participants with full address details can be considered so that the winning models can be sent out.

The prizes this time are the traversing Stetter S51SX from NZG, the Komatsu PW148-11 from UH and the Saurer D330B 8x4 'Danzas' from PowerTrac.

to be chosen by lot and the winners were Markus Thalmann the Kobelco SK500LC in the limited black version from Conrad, Marc Maly the Komatsu PW180-11 from UH and Nadine Lücke Hannes the Betamix BT 901 Pro truck mixer from NZG.

Congratulations to all the winners!

Resolution issue 4-2024

The crawler loader was a Komatsu D41Q-3. All the correct answers had

Translation of pages 18 – 20

Telescopic arm with gripper in 1:50

Hitachi ZX330LC-7

by Daniel Wietlisbach

When excavating deep, vertical excavation pits, conventional hydraulic excavators with limited reach are quickly overwhelmed and the question of alternatives arises. In some cases, cable excavators with grabs are used, or containers are lowered into the pit by tower cranes and loaded there by chain loaders. Hydraulic excavators with telescopic arms and grabs are a rather new

Building in urban areas requires special measures and machines, because it is not enough just to create a construction pit stabilisation ...

solution. Many of these excavators are orange; Hitachi offers this design as a special machine based on its 30-tonne excavators, in Japan for example on the ZX-330LC-7. With the special equipment, the machine weighs 44.20 t and achieves a maximum digging

depth of an impressive 25 m. The grab has a capacity of 1.30 m³ and the cab can be pushed forward by 1.30 m and has a window in the floor so that the operator can see into the excavation pit. The installed engine has an output of 202 kW (275 hp).

Model from Replicars

Hitachi excavators in 1:50 scale come either from TMC, if they correspond to European machines, or from Replicars, if they were commissioned by the parent company in Japan. What both lines have in common is the very high level of detail and the high-quality appearance thanks to the high proportion of metal.

The new model of the special excavator is well protected by a transparent plastic shell in a polystyrene box and can be easily removed. Four rear-view mirrors are included for self-assembly, which are easy to fit. The model is pleasantly heavy and has been realised to scale; apart from the cab, the boom and parts of the upper structure, it is a completely new construction.

Not even the undercarriage could be taken over from the standard model, as this special version uses the long LC crawler frame. The track carriers are beautifully engraved and the almost continuous tread moulding has anti-skid surfaces. Support and bottom rollers are reproduced as dummies, the sprocket shows all the screw heads and the idler is gently spring-actuated. The metal tracks are among the best currently available on

Hitachi models, and this is also the case here.

The upper structure looks very long, which is very much in keeping with the original. This is because a larger counterweight is mounted at the rear, and the hydraulics of the sliding cab require additional space at the front. The engraving of all parts is very well done, all fan guards are correctly reproduced, as are the anti-skid treads, door joints, locks and other details. The safety railings are made of plastic, but are only slightly oversized, presumably a cost-cutting measure because the construction of the model was very complex without high sales figures being expected. The omission of the engine and the beacons painted only in orange probably fit into the same theme.

The cab can be easily and precisely pushed forwards by the correct distance, revealing the modelled hydraulic cylinder. The cab is beautifully detailed and has accurately fitting window inserts and a door that can be opened through 90°. The handrail, antenna and windschield whipper are mounted separately, and the cab interior is excellently reproduced in multi-colour, including the logo on the seat back.

The 6.5 m boom consists of two precisely engraved halves, the joint is camouflaged at the top by the free-standing hydraulic lines, which have been reproduced throughout with all hydraulic hose connections; particularly beautiful once again in the area at the end of the boom, where they are surrounded by spiral wire. The telescopic arm has been reproduced very elaborately and successfully - the grapple actually reaches the converted maximum depth of 50 cm, and all of the slides are made of metal. All the supply and control lines are modelled on the boom, the very fine ones are engraved, but the larger ones are free-standing. The telescopes work precisely and without jamming, and the hydraulic lines for controlling the grab are reproduced at the very end. This functions true to the original and is largely made of metal. None of the rivets at the hinge points have heads and therefore do not interfere.

The colouring is excellent, with a distinction even being made between matt and gloss on the black parts. The printing is sharp, flawless, opaque and very detailed. The Hitachi ZX-330LC-7 model with telescopic arm and clam shell is a real highlight of this model year.

Tom's driving log

by Tom Blase

The reminder - or 'suddenly it's closing time later'

It happens very quickly - you think, 'Well, one more after-work ride and then it's done for today and then it's time to go home.' But unfortunately, some days that's not the case. For me, it was in December 2023: I had finished my daily programme at Schenker in Waldlaubersheim and wanted to swap a trailer for the next morning in the Rheingau on the way home.

Unfortunately, fate and a road user ruined my plans.

It was an Opel SUV that caught my eye at the roundabout leading to the motorway slip road because of its careless driving style. Its driver was busy with many things - except driving. I kept my distance as the car approached the crash barrier on the right. The driver noticed shortly afterwards and drove straight onto the opposite side of the motorway slip road. I warned him with the air horn, as a Schenker colleague was approach-

ing on the slip road. The car swerved again, but in the acceleration lane he accelerated and pulled away from me. I accelerated too - looked in my mirror and wanted to move into the free lane. But when I looked ahead, something incredible happened in a tenth of a second. The Opel's brake lights flashed and the car braked hard, even though the lane was clear. He had wanted to teach me a lesson because of the horn warning.

As I was almost in the right-hand lane of the motorway, my brake assistant no longer detected the obstacle and my emergency braking could no longer prevent the collision. I had pushed the rear of the car together with my right side, which was slowly rolling out into the hard shoulder. I stopped, secured the accident site and inspected the mishap. My faulty radiators were leaking red coolant

onto the motorway and the rest of the nearside didn't look good either. After calling the police, I had to explain to my boss what had happened. After this phone call, it was time to take pictures of the vehicles involved in the accident. My 'opponent' did the same without paying any attention to me or saying anything.

After a few minutes, a motorway police patrol car arrived and took pictures of the accident. It turned out to be difficult, as the Opel was a hire car and its driver could only communicate with the officers in Italian.

In the meantime, my colleague from our garage had arrived and said that it would be reasonable for me to drive carefully to our garage with defective radiators ...

(I'll tell you what happened next in the second part of this 'think piece')

Small bulldozer from DM in 1:50

Caterpillar D3

by Daniel Wietlisbach

In the near future, all eleven Caterpillar bulldozers will be designated from D1 to D11. The D3 is the third smallest in the industry leader's programme, but still offers more than its predecessor, the D5K2, as the brochure promises. With an operating weight with standard blade of 9.36 tonnes, the Cat C3.6 has an output of 104 hp (77.6 kW) and is hydrostatically driven. Various configuration options make a wide range of applications possible; in addition to forestry equipment, fire brigade versions are also conceivable.

Model from Diecast Masters

A small model does not necessarily have to result in a shorter report, as the D3 model shows. It is beautifully detailed and is not inferior to larger models in terms of functionality. It is also mainly made of metal and is pleasantly heavy in the hand. Four antennas are included in a bag for self-assembly, two flat and two upright; one of them is inserted into the hole provided on the roof. The roof is removable so that Bob can be placed at his workstation.

The undercarriage frames are reproduced in detail and the track and support rollers are indicated. The sprocket is finely engraved and the idler is gently spring-actuated so that the metal tracks can be turned easily. The assembled LGP tracks have the correct width of the equivalent of 660

In the course of new designations and to simplify product lines, the D3 was developed as the successor to the Cat D5K2. As a DM model, the small dozer is a completely new development ...

mm; for reasons of stability, they are slightly oversized on the inside, so the idler is only just visible.

The hood is engraved true to the original, the areas with the fan guards are printed with the honeycomb pattern. Hidden behind the door on the right-hand side is a successful replica of the engine with indicated pipework and the air filter. The grill is a separately mounted and finely engraved plastic part, the four free-standing handrails are made of shatterproof plastic, as is the exhaust tube. All the fuel tanks are grouped together at the rear of the cab, and the filler openings for AdBlue, diesel fuel and hydraulic oil are located at the rear.

The filigree cab is made of metal and the glazing consists of a transparent plastic insert, which also depicts the windscreen whipper at the rear in a raised black finish. The two cab doors, which can be opened backwards by more than 180°, are also modelled true to the original. The cab interior is very well done, finely engraved, detailed and differentiated in colour, with the Cat logo on the seat back. The cab roof contains work lights, the air conditioner housing,

two engraved GNSS receivers and the aforementioned radio aerial.

The blade is operated by an internal frame via two small hydraulic cylinders; it reaches both the digging depth and the raised maximum position. Thanks to two additional cylinders, it can also be swivelled to both sides. The tilt cylinder is indicated without function. The push frame and blade are finely engraved, the latter already has prepared mounting plates for GPS receivers (e.g. from GEM, Gaz Evans Models). The multi shank ripper at the rear has been delicately realised and reaches the upper resting position, but cannot pose a threat to the ground. A compromise that is understandable for this model size, as is the omission of hydraulic lines.

As usual, the paintwork is impeccable and the printing with logos and warning notices is very detailed. The model of the Caterpillar D3 is an all-round successful model of a rather small machine.

New mast from Universal Hobbies

Komatsu WA475-10

by Daniel Wietlisbach

According to the manufacturer, the 'tool linkage' mast increases the tipping moment in the highest, tipped-out position - compared to conventional Z-kinematics. This enables precise and easy handling, especially with heavy loads such as timber handling or large-volume buckets for light goods. The bucket pivot point of 4345 mm, on the other hand, is no higher than on the standard mast; where this is not sufficient, the special high-tipping bucket is used.

As the standard machine has already been described in detail, we will now focus on the model implementation of the new mast, which is finished in dark grey, as with all Komatsu material handling machines.

Universal Hobbies' packaging method is unfortunately still a nuisance; with a bit of luck you can remove the wires from the models undamaged, but you can never pack them safely again.

Once they are in front of you, the two new models can be quite pleasing and the masts in question have

In issue 4-2021, the new wheel loader from Universal Hobbies made it onto our front page. Three years later, it has been released in two new versions with the special 'tool linkage' ...

been realised to scale, detailed and with a high proportion of metal. Unfortunately, there are drawbacks in terms of functionality because the maximum bucket pivot point is missed by 10 mm. This makes it impossible to depict authentic loading scenes, which is a pity, especially with the large-volume bucket. This is at least partially possible with the log grab, because timber transporters are known to have stanchions instead of drop sides.

The special mould of the mast is very well done, as are all parts of the rather complex kinematics. The hydraulic cylinders are also impeccably realised, with neither the screw connections on the cylinder heads nor the hydraulic hoses with correct connections missing. The tipping cylin-

der also has a guard and is flawlessly labelled with 'Tool linkage'. The impressive light goods bucket - UH chose the largest possible - consists of an exactly modelled metal casting and holds a full 13 m³ on the original.

The log grab has a cross-section of 3.1 m² in the original and consists of several metal parts, which are engraved true to the original. Of course, the grapple can be opened and there are even twelve 5.0 m long tree trunks included. They are made of plastic and are realistically moulded and coloured, but are somewhat heavy. As always, the colouring and lettering are impeccable, detailed and flawless. The two machines for material handling are a very nice addition to the Komatsu model range.

Material handling in 1:50

Huggler

by Daniel Wietlisbach

Huggler AG was a well-known Swiss construction machinery factory in Suhr near Aarau. It was founded in 1958 by Emil Huggler and was known for its fast-erecting cranes, concrete plants and handling equipment. Unfortunately, the company ran into financial difficulties in 2014 and had to cease operations.

Until around the turn of the millennium, concrete handling equipment was standard equipment on many construction sites, forming a kind of temporary storage facility for fresh concrete and ensuring the continuous flow of material when concreting even large sections. However, both the vibrations during road transport and the repeated reloading were accompanied by the risk of the concrete segregating. Due to increasing quality requirements and thanks to ingenious logistics, truck mixers eventually became the norm. Handling equipment was lifted onto a transport axle, fitted with a drawbar and driven from a normal truck to the next construction site.

The two new models of material handlers from Huggler are available in the colours dark green and yellow. The 'simpler' model has a 12 m³ handling container, while the larger and more complex model has two 9 m³ containers. Both units differ in numerous details, so that no identical parts could be found. Due to a lack of tarpaulins, it was not possible to check the dimensions, but both models look extremely coherent, and the width of the chassis,

With a sure instinct for details that are still missing, MSM (Mountain Scale Manufacturing) regularly conjures up interesting 1:50 models from his 3D printer ...

at the equivalent of 2.50 m, corresponds to the permissible dimension for road transport. Speaking of road transport, this unfortunately cannot be shown, as both the transport axle and a suitable drawbar are missing. That's a shame, because such a combination of truck and handling equipment looks quite interesting; who knows what Andi is cooking up again, maybe the parts will be added to the MSM programme.

With 3D printing, it's always exciting to see what complex parts can be produced in a single pass. The only limits here are currently the functionality and the colours. The base frame of both versions consists of just one part, which is supplemented by the grey control box. Thanks to the FDM printing technology used, the print layers are recognisable as usual, while the advantage of the material remains its stability. The transfer containers are also largely constructed from one part, but they are supplemented by the pivoting discharge flap and the wear points are protected by separately attached wooden boards; namely where the truck tips the concrete into the container and where the crane bucket could crash into the transfer container when lowered.

The 12 m³ material handler consists of just six parts, two run-up ramps, two metal pins and decals for labelling. The run-up ramps can be mounted in two positions, either in use or in the transport position to the rear under the receiving container.

On the 2 x 9 m³ material handler, the rear container is secured in the vertical position by two metal pins. It is loaded through the lower container, which can be lifted and tilted. A ladder and a small platform are included for inspection tours, the latter must be glued, the ladder can be plugged in; both are self-explanatory.

The printed parts of both models are quite nicely detailed and show various correctly realised details; however, the hydraulic cylinders have not been reproduced. There is no paintwork to speak of, as the models are naturally coloured throughout. The neatly printed decals show the Huggler logo and warning markings as well as the buttons on the control box.

At the same time, matching concrete buckets in round and square moulds were added to the manufacturer's range. Another detail that is indispensable today is the new construction site toilet with opening door and cab interior.

New mobile crane from WSI in 1:87

Liebherr LTM 1400-6.1

by Carsten Bengs

At the customer days in Ehingen, Liebherr presented the new LTM 1400-6.1 as the most powerful six-axle mobile crane. It replaces the long-established LTM 1350-6.1 and has a 70 metre telescopic boom. The presentation of the original was accompanied by the matching 1:87 scale model, realised by WSI.

The model impresses with its flexibility and has been perfectly realised with a Y-shaped guying system and variable ballast. The dimensions of the model correspond to the original, such as the support base or the width.

The six-axle chassis rolls smoothly; due to the smaller scale, the axle rods are not steered. Ladders and the toolbox at the rear are just as well modelled as the engine area with the radiator. The drive train with drive shaft is also well modelled. In the prototype, an eight-cylinder Liebherr diesel engine with 455 kW provides sufficient engine output for travelling and crane operation. The ladders on the undercarriage are also finely modelled.

The double telescopic supports hold the model securely, but no thread is reproduced; crane mattresses are included with the model. The prototype also scores points with the Variobase support system. Here, the supports can be bolted in predefined positions of 0%, 25%, 50%, 75% and 100%. The LTM1400-6.1 can also extend the supports variably between 0% and 50% for the first time.

In the best tradition, Liebherr presented the new six-axle mobile crane with the matching small-scale model at the same time in June ...

The undercarriage cab has indicated windscreen whippers and the side mirrors are included for self-assembly. Steering wheel, seats and dashboard are also included in the cab.

The crane superstructure turns smoothly and without play. The variable ballast is completely functional. It can be adjusted prototypically via small hydraulic cylinders and would thus correspond to a radius of 5.6 m, 6.6 m or 7.7 m. The counterweight frame is bolted at the rear and accommodates six 10-tonne segments on each side and one 5-tonne segment on each side. The crane would thus be ballasted with 140 tonnes. Small, stepped metal steps would provide access to the upper structure.

The slewing gear is indicated behind the cab. Warning lights on the upper structure complete the fine details. The seat and dashboard are modelled in the superstructure cab.

The proportions of the boom are very harmonious; however, only one telescope is functional and can be extended. The boom is held stably and continuously in variable positions via the plastic cylinder.

The crane is supplied with Y-boom bracing, which is already fitted and can be adjusted using the small winches. It impresses with its fine metal

sideways superlifts, which look very high-quality. The model can assemble the sideways superlift itself without an auxiliary crane.

WSI equips the model with a single-roller hook; this would be designed for a load capacity of 36 tonnes. All sheaves are individually made of metal and rotate smoothly. The hoist winch is operated using a small spanner.

Fully assembled, the LTM1400-6.1 from WSI in 1:87 impresses with its solidity and attention to detail. The highly detailed sideways superlift is particularly pleasing.

A brief review of construction machinery

75 years of Liebherr

by Ulf Böge

To survive for 75 years, however, it takes more than just constantly endeavouring to do your best. Everything must be in harmony with growth, responsibility and good profits. Liebherr has obviously succeeded in doing this to this day. A good opportunity to look back on what has gone before.

Over the past decades, there have been plenty of opportunities to reflect on the history of the company from Baden-Württemberg. However, the environment in which the development steps have taken place and the challenges that once had to be overcome have often been forgotten. The splendour of an anniversary cannot hide the fact that hard work, hardship and setbacks were always necessary in order to experience it.

Hans Liebherr experienced this only too well as a young entrepreneur, as he initially had to struggle with the consequences of war, poverty and personal conflicts. He also learnt to accept things and to take responsibility, and although not everything initially corresponded to his own wishes, he learnt the building trade. He did not allow himself to be dissuaded from his ideas and goals, which were essentially highly humane: Finally, after the long years of war, good ideas and new technologies were to bring benefits and relief to people. The construction industry in particular was to make rapid progress in the post-war period, and so

It is quite an honourable event when a company in the construction machinery sector has been operating successfully for seven decades and has been able to establish a reputation as a market leader in many areas ...

the first developments were developed to counter the labour shortage at the time and usher in the age of rationalisation.

The first mobile tower crane, the TK10, presented by Hans Liebherr in 1949, still symbolises the beginning of this exciting era of reconstruction. For the first time, a crane was easy to assemble and transport. The first small series were initially manufactured in Kirchdorf an der Iller, and from 1950 onwards gradually in the new factory buildings in Biberach. The production of in-house components, such as winches and gear boxes, also began there. It was always very important for Hans Liebherr to operate autonomously with a depth of production, as this enabled independent growth and maximum inventiveness. As a result, even the machine tools were developed and built independently. Time and again, new areas of business were opened up, which meant that from 1954, due to a fortunate circumstance, the production of refrigerators was added to the range.

Hans Liebherr was certain: Independent and built on various pillars, the company was well equipped for

the future. However, despite all the diversification, the company was focussed on the construction industry. The company's first hydraulic excavator, the L300, which went into series production in 1954 and was one of the most modern construction machines of its time, provided a decisive impetus for this. Although the first machines were anything but sophisticated, they nevertheless showed where the development of excavators was heading in the years to come: Large ponderous cable excavators would become massively less important just around ten years later.

In order to bind the construction companies as closely as possible to his products, Hans Liebherr stretched the range to include concrete mixers, which were built in Bad Schussenried. New tower cranes were also added, and later container cranes, shipyard cranes and special cranes, which were also built in Liebherr's first foreign plant in Ireland from 1958. This was a strategic step, as the Commonwealth states and the North American market could now also be opened up.

After Hans Liebherr was also able to enter the aviation industry in 1960

through shareholdings and had a new plant built in Lindenburg for this purpose, he turned his attention back to construction machinery. Just one year later, a new production facility with a development department for crawler excavators was built in Colmar. From there, Liebherr was now able to supply the French market with machines, and the expertise for mining excavators was also concentrated in Colmar. At the same time, the search was on for a production site in the USA where hydraulic excavators could be manufactured for the North American market. The project was launched in Newport News in 1970 and since 1995 heavy dump trucks for the mining sector have also been produced there as a further product line.

But Liebherr also continued to grow in Germany. The development of mobile and crawler cranes began in 1969 with the founding of the plant in Ehingen. Initially, the plant produced mobile and ship cranes. With success, as the cranes were also in great demand internationally. As a result, production had to be relocated to Nenzing in Austria for capacity reasons. A highlight for the construction machinery: From 1978, cable excavators were also produced, which carried on the legacy of the Menck excavators and continue to impress to

this day. Another plant in Austria was built in Bischofshofen. This is where the development of hydrostatic track chains and wheel loaders began. This was another milestone and Liebherr gradually developed into a complete supplier of construction machinery. What's more, from 1984 onwards, the company's own engines were also produced in series at the plant in Bulle, Switzerland.

The diversification and independent operation of the individual divisions were always a sign of the independence that Hans Liebherr was striving for and which he always had firmly in mind until his death in 1993. The company founder had managed the fortunes of the company for a whole 44 years in this way, always with foresight and looking to the future. This also applied to his succession, which he initiated in good time, and to the organisation of the family business, which he united under one roof in Bulle, Switzerland, in the form of a holding company.

Since then, the members of the Liebherr family have driven the company forward for three decades with the same intensity and sense of responsibility, which is still valid today and will ensure its success for decades to come.

Anniversary models

A number of historical models have been reissued to mark the anniversary. The 1:50 scale models are the L300 NZG wheeled excavator, the L522 wheel loader from Conrad and the mould 6 pipe mast crane with Scania L60 from NZG. The three collector's models are supplied with a poster on which the historical model is compared with the machine currently in the programme. These are art prints on high-quality paper measuring 59 x 42 cm. The illustrated machines are supplemented by technical details.

As a colour variant and declared as a toy, the VW T1 from Siku can be found as a service vehicle. Although undoubtedly rather simply detailed as a toy, the beautifully designed VW bus will certainly also find its fans among collectors, especially as the 1:50 scale is 'just right'. As the side doors can be opened, it is also fun to play with.

For the sake of completeness, we also mention the fifth anniversary model, the white and blue Mercedes-Benz L319 sales and advertising van for refrigerators in 1:43 from Schuco.

Models by Peter Veicht

Menck Mc1

Around sixty years ago, in the heyday of the impressive mechanically controlled cable excavators, the city of Munich was transformed into a true excavator paradise ...

by Robert Bretscher

Munich was experiencing an unprecedented construction boom at the time, characterised by two major projects. On the one hand, the extensive construction sites for the underground railway through the city centre began. But that was not all: another major construction site was on the horizon, as Munich was awarded the contract to host the 1972 Olympic Games.

The time pressure was enormous, as the most important underground railway lines and all the magnificent buildings, including the Olympic Tower, had to be completed by the opening ceremony of the sporting competitions. Consequently, everything that looked like a construction machine was mobilised. In short, the streets of Munich were lined with armadas of various cable excavators, some of them even older models from the early years of the war, equipped with dragline buckets, grabs or backhoes. Quite unusually, there were even huge tunnel boring machines digging their way through the city centre. These were assembled using heavy mobile cranes and lifted into the designated underground railway shafts.

Peter Veicht spent countless hours on these interesting construction sites and began to make technical drawings of the various construction machines. Among the numerous cable machines, he was particularly impressed by a Menck Mc1 veteran from 1935 weighing around 55 tonnes, which used its heavy backhoe bucket equipment to lift huge chunks out of the depths. It was a pleasure to listen to the throaty sound of the slow-running three-cylinder Deutz diesel engine. The three exhaust pipes protruding from the cab roof without silencers added to the richness of the sound.

At this time, Peter began to make his first excavator models in 1:50 scale from copper and brass plates. Among them was our Menck Mc1 with backhoe bucket shown here. The three typical exhaust pipes, which protrude from the cab roof like the original, were of course not forgotten. Underneath, behind the open rear view, is the mighty three-cylinder Deutz diesel engine. In keeping with the times, Veicht gave the model stylised lattice windows all round with an opening windscreen and a movable entrance door to the engine house. When opened, the whole thing offers an interesting insight into the

rather gloomy inner workings and also shows that the engine driver was mercilessly exposed to the smell of diesel and brake dust back then. The backhoe version of the model is fully manoeuvrable by means of two crank winches. The rear winch operates the backhoe boom and the winch installed at the front brings the dipper stick into position. Finally, there is a third winch that works discreetly and well hidden on the boom in the differential drum. This winch controls the moving bucket and prevents the material from being lost when loading the vehicles. It can also be used to adjust the cutting angle of the digging bucket. Last but not least, let's take a look at the caterpillar undercarriage, which was masterfully produced from wood and cardboard in the early days of Veicht's model making. Veicht used slightly modified wheels from Lego for the fictitious caterpillar drive. Of course, this crawler frame is not movable, but the presentation and quality are still impeccable even after so many years.

Menck Mc1 / Mc2

Peter Veicht took special care to ensure that the Menck pre-war model Mc1 differed from the later Mc2 version (see Mc2 in issue 5-2023). The Mc1 model can be recognised by the modified rear section with a smaller diesel reservoir on the roof, the counterweight and the movable side door with hinges (in contrast to the sliding door on the Mc2). The Mc1 is also a little smaller, perhaps also due to the slightly more angular design of the engine house.

Second edition of the Minitruck in Houten

Well established

by Hans Witte

The venue was the Expo building in Houten near Utrecht, which is also known from the NAMAC (Dutch Model Car Club) fairs that take place six times a year. The 5500 m² hall was fully booked by exhibitors, dealers and manufacturers from all over Europe.

Minitruck is the only and largest trade fair in Europe dedicated exclusively to modellers of trucks, cranes and RC trucks in all possible scales from 1:87 to 1:14. It was very pleasant that the exhibitors' and dealers' tables were organised as well as possible according to scale. This was very practical for the public, but above all made it easier for the modellers to talk to each other.

Most of the exhibitors came from the Netherlands, but there were also tables from Belgium, France, Germany, England, Denmark, Poland

On Saturday, 1 June, the big Minitruck exhibition took place for the second time in the Netherlands. After a brilliant start a year ago, the exhibition has already firmly established itself ...

and Romania, to name but a few. The quality of the models on display was very high, we saw many master modellers and beautiful dioramas, these mainly in 1:87 scale. There were tables where 3D printing techniques were presented and several dealers with modelling accessories, magazines and books. Many large manufacturers also took the opportunity to present their products, including Herpa, Tekno, WSI, Conrad, NZG and IMC.

Some well-known modellers, whom we know as authors of Laster & Bagger, were also present: René

Tanner, Peter Buchmann, Henk van Melzen and Hans Witte. He also represented our magazine at his table; next year we plan to be represented with our own presentation.

The fair attracted 1,500 visitors, significantly more than last year. This made it clear that such a large event takes a few years to become well known. But after this second edition, it is also clear that the event has found its place in the agendas of modellers and manufacturers. Next year's Minitruck will take place on 31 May, again on a Saturday.

From farmhand to haulage contractor, Part II

The F. Murpf AG

by Erich Urweider

At that time, a large deep-freeze warehouse for Frigoscandia was built in Neuendorf, not far from the company headquarters. Due to the lack of a rail connection, the frozen products delivered by rail from Sweden had to be transported from the nearest railway station to neighbouring Neuendorf. When those responsible at Frigoscandia approached Fridolin Murpf about a collaboration, the decision was quickly made. Due to the lack of their own refrigerated lorry, they considered insulating the remaining tarpaulin trailer. The goal was achieved with mats suspended in the tarpaulin frame - after all, the transport distance was only a few kilometres and regulations on a cold chain were still non-existent at the time. Nevertheless, two Volvo F89s with refrigerated bodies were ordered in 1973, a truck and trailer and a Tractor. These were finally used to distribute the goods for Frigoscandia, and in addition to various locations throughout Switzerland, the transports went as far as Bremerhaven.

From the mid-1970s, the Swiss retail giant Migros operated the deep-freeze warehouse in Neuendorf and so the two trucks purchased for Frigoscandia were from then on also on the road on behalf of the orange giant.

New location

The flourishing business revealed a shortage of space, which is why

During the oil crisis in the early 1970s, competition in the construction industry became increasingly fierce. Fridolin Murpf once again began to think about diversifying the business ...

Fridolin looked for building land and finally found it in the 'Industrie-West' area, also in Hägendorf. The new building was ready to move into in 1981 and, in addition to a hall and workshop for the trucks, also included offices and a new flat for the family of six.

At the beginning of 1990, the company was able to take over its first refrigerated and deep-freeze warehouse from Nestlé (then Frisco Findus), including services; it was also located in Hägendorf.

In order to utilise the transport capacity of the vehicles, which were not always fully loaded, more efficiently, the 'Hägendorf central platform' was set up in 1997. Various foodstuffs were brought together there and delivered to the customer in new bundles. Until the necessary refrigerated warehouse could be put into operation, a discarded refrigerated trailer permanently stationed at the ramp took over its function.

Around the same time, the large dairy Emmi, a long-standing customer of Murpf, successfully launched the 'Energy Drink' product line and needed additional space in a refrigerated warehouse. Fortunately, Fridolin Murpf was able to acquire neigh-

bouring land at the end of 1998, so that the already approved project for a refrigerated warehouse with office wing could be expanded again.

The new warehouse was ready for occupation in March 1999. Since then, further plots of land have been acquired around the current site and the company premises have been steadily enlarged; however, this was sometimes preceded by years of negotiations. The location not far from the Härkingen motorway junction, where west-east and north-south traffic intersect, proved to be extremely ideal over the years.

Larger workshop

More vehicles also meant more maintenance and so the need for a larger workshop increased, which was put into operation at the turn of the millennium; it also contains a fully automatic car wash. A milestone in the company's history was the completion of the new LCS logistics centre in 2005. In addition to the refrigerated warehouse with deep-freeze cell, it also contains a new handling platform and new office space, all of which provided the conditions for the transport department to deve-

lop further. The demand for logistics space also increased steadily, and so in 2009 another logistics centre with a high-bay warehouse was built in the eastern part of Hägendorf, and in the same year the company took over another handling platform with a larger refrigerated area for rent. The location directly at the Egerkingen motorway junction reduced lorry traffic in Hägendorf to the benefit of local residents.

In 2014, the acquisition of the transport division of a long-standing customer further diversified the range of services. The acquired division specialised in fine distribution, which enabled F. Murpf AG to expand this area. In the meantime, the workshop had already reached its capacity limits again, which is why 30,000 m² of land was acquired in the neighbouring municipality of Kappel in 2015. The workshop, body shop and paint shop were built on part of this land, and an extension for Schmitz Cargobull Switzerland was added in 2018. Today, the Kappel site also includes a larger car park. The takeover of Andreas Hofstetter Lagerhaus AG in Rümikon in August 2023 allowed the deep-freeze area to be expanded again.

The path to a large company

Fridolin Murpf was also never too willing to fill in gaps; if someone needed goods delivered quickly in an emergency, he was happy to help wherever possible. This often resulted in further orders and, in the best case, a lasting partnership.

Take, for example, the story of the McDonald's logistics specialist who had to organise a special transport on a Saturday evening in the early 1990s. The car electrician from Hä-

gendorf encouraged him to call Fridolin, who always had the phone on his bedside table. Of course he was happy to help, delivered the goods on time and found a new customer.

After a lengthy public debate, the performance-related heavy goods vehicle charge, or LSVÄ for short, was introduced in Switzerland in 2001. As a forward-thinking entrepreneur, Fridolin Murpf was already aware in the 1990s that his company would not survive with its 25 to 30 trucks in this case, so he set the course for growth in good time. In 1999, the company was able to take on the transport orders of OGZ Ins, which specialised in fruit and vegetable trading. The fleet of lorries had to be increased for this - the new transports were carried out under the name 'F. Murpf Fruchtlogistik AG'. When F. Murpf Fruchtlogistik AG withdrew from the business after a few years, Fruchtlogistik AG was integrated into the new 'F. Murpf AG Transporte und Logistik'.

Generational change

The four children grew up in the then still manageable business and learnt about the transport industry from an early age. After completing their apprenticeships, they all joined the company and took on various key roles. Since 2012, Thomas, Stefan, Andrea and Rolf have formed the management team, with Fridolin remaining at their side in an advisory capacity and with great commitment until his death in 2023.

The tipper sector is still an integral part of the company today. The two sugar factories in Aarberg and Frauenfeld, which are long-standing customers, also contributed to this. Three Tractors are available for the

seasonal autumn transport of the by-product 'Ricolime' from sugar production. The tractors have hydraulic systems for operating the tipper bodies, but can also be used with other semi trailers outside of the sugar campaign.

Fridolin Murpf has always been a Volvo driver and a good friend and customer of the Swedish brand. Nevertheless, F. Murpf AG is known to many as a major DAF customer, and not just since pre-production models of the new XF series were tested at the company. Fridolin Murpf already had experience with DAF in his early years and always felt courteously treated by the Swiss representative 'Graf'. However, the strategy with the two brands is not set in stone, and so there are also trucks from other brands in the fleet.

Cat MH3040 timber handling in 1:50

Three becomes one

by Urs Peyer

Caterpillar has been steadily expanding its range of material handling excavators for several years. The model range currently comprises seven excavators: MH3022 (21.2 tonnes), MH3024 (22.7 tonnes), MH3026 (26.4 tonnes), MH3040 (38.5 tonnes), MH3050 (50 tonnes), MH3250 (48.6 tonnes) and MH3260 (60.4 tonnes). MH stands for Material Handler, the first two digits stand for the mobile undercarriage (30) or the crawler undercarriage (32) and the two rear digits correspond to the operating weight in tonnes.

The MH3040 is also available in a special version for material handling of long timber in large sawmills. In addition to the off-road tyres, the special boom is particularly eye-catching. This comes from the forestry excavators that load the long timber in the forest. Thanks to the combination of counter support and log grab, the long logs do not necessarily have to be gripped in the centre and still hang horizontally.

Undercarriage

Parts from three different models are required for the conversion. The MH3040 from Diecast Masters (DM) forms the base model, the boom comes from the 568 LL forestry excavator from Norscot and later also DM and the tyres with rims were provided by the 930K wheel loader from the same manufacturer.

Conversion artist Urs Peyer has a weakness for forestry machinery. This time, he also provides ideas for reusing the remaining parts so that a conversion remains economically and even ecologically justifiable ...

The track shoe can be easily removed by loosening two screws. Behind it is another screw that joins the lower and upper structures and also needs to be loosened.

The wheels on the rigid axle have been pressed on; they can be removed in the usual way by turning them in opposite directions and pulling them at the same time. On the steering axle, the wheels are of course mounted separately. Here, the two bolts in the joints must be drilled out from below until they can be pushed out upwards with a pin punch. The axle joints are each attached to the inside of the wheel rim with a screw and can be easily removed.

Because the wheel loader and mobile excavator rims are visually very different, the wheels of the 930K wheel loader cannot simply be taken over unchanged. First, the tyres must be removed from the rims, which is easier if they are immersed in warm water for five minutes beforehand. Now the entire inside of the wheel with the hub must be removed so that only the actual rim remains. The outer bead on which the tyre was mounted must also be completely removed (Fig. 1).

The rim, which is now empty on the inside, is filled up to half its depth with a \varnothing 11.2 mm plastic tube. A smaller tube with a diameter of 9.5 mm is inserted into this tube, which is closed on the outside with a cap cut to size. The inside of the rim is filled with smaller and smaller sections of tube until finally a 2.0 mm hole remains for the axle rod. With the two rims for the steering axle, it should of course be ensured that there is enough space for mounting the steering knuckles.

Upper structure

The conversion work on the upper structure is mainly focussed on the boom foot area. By loosening all screws, the track shoe, engine compartment cover, outrigger foot and the adjustable cab can be separated. The black plastic parts of the hydraulics glued to the floor in the area of the boom foot can be removed (Fig. 2).

Unfortunately, the boom foot of the 568 LL is slightly wider than that of the MH3040. This means that about 0.5 mm of material has to be removed from each of the outer sides. An oval

opening for inserting the hydraulic hoses of the lifting cylinders is indicated in the sloping front area; it has been drilled out and filed cleanly for greater fidelity to the prototype (Fig. 3). In addition, part of the wall on the left-hand side has to be cut away to make room for the base of the cab lift device (Fig. 6). The aim of all adjustments to the jib foot is to ensure that it rests firmly on the track shoe. During the following construction steps, the stabiliser foot can be temporarily mounted on the right-hand side using an M1 screw (Fig. 3). Once the painting work has been completed, however, it should be glued permanently with two-component adhesive. Fi-

nally, two steps should be glued to the stabiliser foot for servicing work. Plastic plates are suitable for the superstructure (Fig. 5).

I like to leave the painting work and the new labelling to a professional, for which I am happy to accept longer waiting times.

Model recycling

To ensure that not too many parts end up disappearing in the box and perhaps never being used again, I think about their future use while I'm still building the model.

For example, the tyres and rims of the MH3040 also fit on the Sennebo-

gen 830E from Conrad with a few modifications. The slightly larger scrap grab from Cat also looks quite good on this model. To complete the Cat 930K, which is now without wheels, new rims with agricultural tyres can be ordered (www.cvsmodeltrucks.nl). The result is a 930K Ag Material Handler. The unemployed crawler frame of the 568 is perfect for enhancing the appearance of the John Deere 3156G forestry excavator from Ertl. And thanks to the remaining forestry cab from the 568, the CAT 320 hydraulic excavator can be turned into a small forestry excavator.

The old factory in the backyard Forgotten Place

by Tom Blase

A long time ago, I found a handful of 60s Lego windows on eBay that I liked over fifty years ago and simply bought them. At some point, I had the thought: 'Can you build an attractive diorama building around these red gems?'

I had only set a few cornerstones - a 1:50 truck should fit on the ramp or through a double-leaf wooden gate into the hall. The rest was quickly put down on paper in pencil. With this small drawing, the Lego windows and a pile of plywood in all possible thicknesses, we finally got started.

The house walls for the old factory were cut out quite quickly and then it

Tom Blase prefers to stage his trucks on self-built dioramas. Just like in a theatre, they form a first-class stage set on which the models play the leading role ...

was simply a matter of deciding by eye where windows, gates and the ramp should be placed. During this development phase, I remembered a few sheets of cardboard wall panels from Noch that I had lying around somewhere. These panels could also be used in the project.

After cutting out the openings for the windows and gates with the jigsaw, I positioned the building parts on the prepared slab of the future

courtyard. After this positioning test, I glued and screwed the hall complex together. As wagons were also to be unloaded at the ramp, I needed a siding. At first I wanted to buy a 0-gauge track body, but after looking at the prices, I said to myself, 'You can make something like this with wood.' So I determined the dimensions, milled two grooves across the yard and glued in the tracks made of 5 x 3 mm strips - plastered flush with

the plane and my siding was finished.

I particularly enjoyed designing the wooden gates. The two wings were to consist of sloping panelling, and here my ice cream sticks came in handy again. A thin sheet of plywood gives the gate the necessary stability and will later be needed for the 0.8 mm nails that will hold the gate hinges. I found these angle strips in the 'Modellklemmerei Mirko Pommerenke' - the man is an artist. As a modeller, you should take a look at his website.

A piece of railing from an old Siku bridge forms a nice end to the loading ramp - with a little imagination, many parts from the 'grab box' can be used.

I had put off painting the window frames for a long time as I didn't want to go to the trouble of taping the panes. Once I had painted the first window with brown acrylic paint and removed the tape, I discarded the idea - it was too perfect. So the 'window renovation' was done freehand with a thin brush. After completion, they looked quite authentic and weathered. I also wanted to have a wooden roller shutter door in my factory and with the - ice cream sticks! - this wish was also quickly realised.

Incidentally, the Siku bridge mentioned above also included a staircase, which, when cut to size, makes a wonderful stairway to the railway ramp. The accompanying railing was made from a red and white striped paper clip (what you can't buy in office supplies ...).

Jens, a mate from the old Siku days, had some plaster shaft and fan parts left over that he sent me at a reasonable price (these parts are from a shop for fantasy games, by the way). With a bit of work on the bandsaw, I was able to make two great extraction systems from them. Incidentally, the beautiful door leaf that I used

for the side entrance was made by Addie-Modell. Together with the home-made wooden frame, it blends harmoniously into the building. The matching platform was made from plywood and rounds off this corner beautifully.

In order to loosen up the 'cardboard wall' a little, 8.0 mm wide strips were cut as a framework, painted and then glued to the brickwork. On the Architekturbedarf.de website you can find such great things as the filigree perforated sheet metal that was used on my ramp and the upper parts of the extraction systems.

The canopy at the railway siding was made from thin plywood and the 1:50 carpenters conjured up a filigree entablature from pine strips underneath. Brown corrugated cardboard provides the corrugated sheet metal look. I planed the guttering from a beech stick into a semi-circular shape.

Nothing new in the courtyard

The courtyard was painted with grey acrylic paint with a little sand and terrain filler mixed in. The gutter and gully shafts were cut out with a chisel. The manhole covers were made by MG Modellbau (www.mg-modellbau.de) and come from the 3D printer. To give the corner of the house a visual finish, I bought a tree from the shop. Since my hands have leafed it out, it can also withstand critical looks. The tree is framed by kerbstones, which I made from a 3.0 x 3.0 mm pine moulding.

Finally, it was also the building's turn to be 'embellished' with grey paint. That was the moment when I thought, 'Now you've spoilt the hut, it looks terrible ...!' But after I had cut the masonry boxes to size with a

scalpel and glued them together with UHU-Hart, I was appeased again. The old and desired look was just as I had imagined. To remove the unwanted shine of the brick print, I 'fogged' the brickwork with Noch Fixierspray.

Then the Lego windows could finally be inserted and glued in place. Filigree pine mouldings were used as a matching finish between the window and the brickwork. As I found some old moulding branches with kit parts in my rummage box from earlier model building days, the hydraulic hose connections for the gutters were also quickly made and laid.

The design of the roof made me ponder for a long time until I put a sheet of sandpaper on it, and what can I say? - The roof cladding was made from 100 grit sandpaper. Edged with various wooden strips and 'refined' with moss and foliage, it looks quite realistic and was hardly a burden on the budget.

Details and weathering

Now it was time for details, ageing processes and other shenanigans - er, creative stubbornness. The gates were given their angled hinges and I got on my last nerve until they finally closed satisfactorily again. Some Siku pallets were piled up into an arrangement and 'refined' in the worst possible way. My courtyard lamps were once again made from wooden hemispheres and mentally illuminate the dull backyard corner. My clock, which I hung on the wall of the house, is a combination of a four-piece Lego brick with a clock print and a spacer disc from the accessories for circular saws; after all, it's the result that counts. The Vedool ice princess that adorns my old advertising board at the back of the hall was originally an

‘inspection tag’, which is normally attached to the oil dipstick by the workshop. Malicious tongues now claim that ‘the bubble processes everything that hasn’t disappeared from the workshop by three.’ But it’s the little details that I love so much about a project like this: if you look through

the door or the windows, you’ll be amazed. I printed a hall scene on paper and draped it in such a way that you think you can see deep into the hall. Letterbox, notice board, bird house, banisters and, and, and ...

This hall project represents about a third of the future courtyard. A wall

with a courtyard gate and road will follow and the left-hand area will be a courtyard petrol station, the clubhouse of a motorbike club and a few old garages.

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Our partner page

Quarry in the centre of the city

180,000 m³ of solid material had to be excavated for the new MITTE 1 and MITTE 2 buildings of the University Hospital (USZ) in the centre of the Swiss city of Zurich. Marti Spezialtiefbau constructed around 4.2 km of bored piles from June 2023 to complete the construction pit. The gaps were filled in stages with shotcrete and the piles

were secured with 1,500 anchors. Around half of the excavated volume of the excavation pit, which was around 23 metres deep on the uphill side, consisted of layers of sandstone of varying hardness. These could be loosened either with the ripper tooth or with the hydraulic hammer. By mid-June 2024, just over half of the excava-

tion volume, around 100,000 m³, had been excavated.

If everything went according to plan, between 1100 and 1200 m³ of excavated material left the construction site every day. To achieve this engine output, two Cat 330s, a Cat 352 and a Cat 390F with a 9-tonne Rammer hammer worked in the excavation pit.

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New on the market

Busch 1:87

Hardly anyone travelled by train to Conrad’s in-house exhibition at the beginning of February, but the pretty station building in Kalchreuth deserved a little more attention. The renovated wooden building is now home to the ‘Kulturbahnhof’ (cultural station), where concerts, film screenings and other cultural events take place. We were naturally interested to know whether Conrad models were ever sent via the railway station. Christine Conrad denies this, but knows that

the former goods section was mainly used to receive and dispatch agricultural goods from the surrounding area.

We are presenting the model from model railway accessory manufacturer Busch because there are certainly die-hard fans of Conrad who are likely to have a flair for it. Incidentally, Busch knew nothing of the importance of Kalchreuth for model collectors, the building was chosen because it simply fits well into the programme. It is a laser-cut kit made

of wood and cardboard, supplemented by plastic parts. The wooden walls are stained dark brown and were painted in the current light yellow colour for the photos on the left. Detailed instructions are included and the assembly is fun.

5% in the Kobelco Fanshop

The exclusive promotion from the Kobelco Fanshop for readers of Laster & Bagger has been stretched (kobelcofanshop.com). A permanent

discount of 5% applies to the entire range. To benefit from this offer, simply enter the promotion code BAG-GER5% during the ordering process.

MSM 1:50

The debris skip shown in yellow in the catalogue is now also available in orange. It consists of two parts, the actual skip and the movably clipped-on bracket; both come from the 3D printer and have the typical surface

structure. The eyelet is dimensioned so that standard crane hooks can pick up the trough. It is very stable and is suitable for detailing dioramas and also as a load for trucks.

3D printing factory 1:50

3D printing is constantly opening up new possibilities that enable even small companies to offer models. In the Fritze's Modellbörse shop, for example, we discovered the petrol

station from 3D-Druckfactory. It is a kit with just a few parts that is easy to build. The drive-through height of 100 mm also allows the 'refuelling' of trucks up to a height of the equivalent of 5.0 m, which is why we will certainly use the model as a backdrop for photographing heavy lorries. The parts still need to be painted, decals are included, the hoses are a little sensitive. The hoses are somewhat sensitive and need to be heated to the right mould.

News in brief

Unimog meets track chain

The Unimog has now also been presented with a hydrogen drive. However, the engineers use a combustion engine here, which has already proven itself in the system in work applications and for diesel fuel tanks. Hydrogen combustion engines offer the advantage of not having to carry a battery. Mercedes-Benz Special Trucks and Mörtlbauer Baumaschinen Vertriebs GmbH have therefore joined forces with 16 other consortium partners for development.

In addition to the Unimog, a tipper crawler was also motorised with it. The drive delivers permanent high performance with approx. 290 hp / 1000 Nm via a power take-off and is therefore comparable with the 300 hp diesel engine. The track chain can hold 16 m³ of bulk material and has a payload of 30 tonnes. Thanks to the 360° rotating upper structure and a dozer blade, it can be used extremely flexibly on construction sites. (eu)

Ducati drives MAN

The Ducati Lenovo Team has stretched its cooperation with MAN for the 2024 and 2025 racing seasons. The two brands both belong to the Volkswagen Group. Four new MAN TGX 18.520 trucks will transport the material and hospitality semi trailers for the racing team to all European circuits of the Moto GP World Championship for the aforementioned racing seasons. The four trucks with the large GX cab are finished in Ducati's typical red colour. The 12.8 litre, 520 hp displacement engine leaves nothing to be desired. In addition to a rich interior, the drivers also benefit from the MAN OptiView mirror replacement system. (eu)

Bobcat and Doosan Robotics

The American company Bobcat presented its RogueX concept loader at Conexpo 2023 in Las Vegas. The cab-less compact track loader runs

electrically and drives autonomously. Bobcat is joining forces with Korean company Doosan Robotics to further develop the promising areas of autonomy and automation. Bobcat has been part of the Doosan Group since 2007. It sold its construction machinery division to Hyundai in 2021, which in turn renamed this division Develon at the beginning of 2023. Doosan Robotics will utilise Bobcat's dealer network and financing capabilities to push products such as the RogueX in North America and Europe. (up)

DAF XG+ Special Edition

DAF celebrates 75 years of truck production. To mark this anniversary, a unique Special Edition of the DAF XG+ has been launched. The DAF XG+ is equipped with the powerful Paccar MX13 engine with 480 hp, which can optionally be fitted with the MX Engine Brake. For optimum aerodynamics, the XG+ is equipped with the extensive Aero Kit, DAF

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Digital Vision and the Corner View camera are also on board. Luxurious, heated and swivelling seats ensure driving comfort and the 80 cm wide bed leaves nothing to be desired at night. Also included is an attractive 'driver's package' with DAF Night Lock, microwave, high-quality floor mats and a filled goodie bag. The Special Edition is delivered in elegant silver metallic with unique stripes in black and yellow for the milestones of DAF production. Alcoa Dura-Bright rims are included to round off the design. (eu)

Liebherr L566 H2 with hydrogen engine

In June, Liebherr presented the prototype of the world's first large wheel loader with a hydrogen (H)-based

drive in Bischofshofen, Austria. The L566 H2 is attached to a reciprocating piston engine, which was built in Liebherr's own engine plant in Bulle, Switzerland. The hydrogen engine emits almost no greenhouse gases (including CO₂) and very few nitrogen oxides (NO and NO₂). It also offers a high level of efficiency. According to Liebherr, hydrogen is the ideal drive for construction machines with operating weights between 15 and 40 tonnes. The tipper semi-trailer to be loaded at the presentation with a tractor unit from MAN was also attached to a hydrogen engine. (up)

Komatsu takes over GHH

In July, Komatsu finalised the acquisition of the innovative German company GHH Group GmbH. GHH, headquartered in Gelsenkirchen, pro-

duces construction machinery and service vehicles for underground construction and tunnelling. The construction programme includes 13 wheel loaders with bucket capacities between 1.2 and 12.9 m³, five articulated dump trucks with load capacities between 20 and 45 t, various blast hole and anchor drilling rigs, as well as numerous service vehicles such as concrete mixers, workshop vehicles, diesel fuel tanks and lubrication vehicles, personnel transporters, etc. The equipment from GHH is an ideal complement to the underground construction machines that Komatsu acquired from Joy Global in 2016. (up)